Attachment A

Summary of Study Area Intersection Operations Analysis

This summary presents the intersection analysis operations analysis performed for the proposed SR-60/Potrero Interchange project. The intersection operations analysis included the following traffic conditions:

- Existing 2006,
- Long-Range 2035 No Build
- Long-Range 2035 Build (Alternatives 1 and 2)
- Near-term 2015 No Build
- Long-Range 2035 Build (Alternatives 1 and 2)

As shown on Table 6, the following findings could be observed for the Build conditions (with the proposed SR-60/Potrero Interchange) in comparison to the No Build conditions (without the proposed SR-60/Potrero Interchange):

- Better levels of service at the adjacent interchange study area intersection locations (Intersection #8 through #16).
- Acceptable levels of service at the study area intersections along Potrero Boulevard (Intersection #1 through #7). Better levels of service are achieved based on additional lane improvements.

The proposed SR-60/Potrero Interchange will reduce both the Near-Term 2015 and the Long-Range 2035 traffic volumes at other adjacent interchange locations, including the SR-60/I-10 Junction, by providing an alternate freeway access for the study area. The proposed SR-60/Potrero Interchange will attract traffic onto Potrero Boulevard and provides traffic congestion relief to the study area by decreasing traffic at the following other adjacent interchange facilities (as indicated on Table 6, Intersections #8 through #16):

- I-10/ Oak Valley Interchange
- I-10/Beaumont Interchange
- I-10/SR-60 Junction

TABLE 6

Overall Summary of the Intersection Operations Analysis

Intersection		Existing 2006 Condition Table 2-1				Long-Range 2035 Without Potrero Interchange Table 5-1				Long-Range 2035 With Potrero Alternative 1 Table 5-2				Long-Range 2035 With Potrero Alternative 2 Table 5-3				**Near-Term 2015 Without Potrero Interchange Table S-1**				Near-Term 2015 With Potrero Alternative 1 Table 5-4				Near-Term 2015 With Potrero Alternative 2 Table 5-5			
		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service		**Delay (Sec)**		**Level of Service**		Delay (Sec)		Level of Service		Delay (Sec)		Level of Service	
No.	Name	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	**AM**	**PM**	**AM**	**PM**	AM	PM	AM	PM	AM	PM	AM	PM
1	Potrero Boulevard (NS) • Oak Valley Pkwy (EW)					20.3	23.8	C	C	8.8	12.2	A	B	9.0	10.2	A	B	**28.9**	**22.7**	**C**	**C**	5.7	4.4	A	A	9.5	5.9	A	A
2	Potrero Boulevard (NS) • "B" Street (EW)					26.6	26.1	C	C	9.2	28.4	A	C	9.8	49.5	A	D	**22.0**	**16.0**	**C**	**B**	5.5	8.5	A	A	5.9	8.4	A	A
3	Potrero Boulevard (NS) • "C" Street (EW)					25.8	40.1	C	D	37.1	35.9	D	D	36.0	29.2	D	C	**51.0**	**20.8**	**D**	**C**	9.0	8.6	A	A	8.3	7.4	A	A
4	Potrero Boulevard (NS) • SR-60 WB Ramps (EW)									11.6	14.6	B	B	21.2	29.3	C	C					5.3	5.0	A	A	8.2	8.9	A	A
5	Potrero Boulevard (NS) • SR-60 EB Ramps (EW)									9.9	16.7	A	B	20.7	46.9	C	D					6.4	6.4	A	A	14.8	15.1	B	B
6	Potrero Boulevard (NS) • Willow Springs Road (EW)					28.3	50.2	C	D	35.0	36.9	D	D	26.3	43.6	C	D	**25.9**	**24.7**	**C**	**C**	13.0	14.6	B	B	12.8	19.8	B	B
7	Potrero Boulevard (NS) • 4th Street (EW)					40.1	37.3	D	D	30.2	32.2	C	C	32.7	31.4	C	C	**26.2**	**24.7**	**C**	**C**	14.9	13.0	B	B	15.9	13.7	B	B
8	Desert Lawn Drive (NS) • Oak Valley Pkwy (EW)					23.4	--	C	F	19.1	29.5	B	C	19.0	27.0	B	C	**13.5**	**13.3**	**B**	**B**	10.6	11.8	B	B	10.4	10.9	B	B
10	I-10 EB Ramps (NS) • Oak Valley Pkwy (EW)	15.5	16.0	C	C	22.9	--	C	F	23.6	--	F	F	25.6	--	F	F	**19.5**	**22.1**	**B**	**C**	12.1	12.9	B	B	12.2	14.5	B	B
11	I-10 WB Ramps (NS) • Oak Valley Pkwy (EW)	12.0	23.2	B	C	43.3	--	D	F	15.3	20.6	B	C	16.0	19.1	B	B	**24.3**	**22.8**	**C**	**C**	10.9	11.5	B	B	11.5	12.6	B	B
12A	SR-60 & I-10 EB Off Ramp (NS) • I-10 EB On Ramp & 6th St (EW)					11.9	--	B	F	0.6	5.0	A	A	0.6	5.0	A	A	**3.2**	**4.9**	**A**	**A**	1.0	1.8	A	A	1.0	1.8	A	A
12B	Viele Ave (NS) • 6th Street (EW)	9.8	10.6	A	B	31.6	--	C	F	7.4	10.5	A	B	7.4	10.5	A	B	**12.3**	**11.8**	**B**	**B**	5.4	6.2	A	A	5.4	6.2	A	A
13	Beaumont Avenue (NS) • 6th Street (EW)	17.9	15.1	B	B	60.2	--	F	F	39.6	54.3	D	F	39.6	54.3	D	F	**45.3**	**44.1**	**D**	**D**	25.2	25.4	C	C	25.2	25.4	C	C
14	Beaumont Ave (NS) • I-10 WB Ramps (EW)	22.8	31.2	C	C	--	--	F	F	--	--	F	F	--	--	F	F	**21.3**	**29.1**	**C**	**C**	16.3	16.4	B	B	16.3	16.4	B	B
15	Beaumont Ave (NS) • I-10 EB Ramps (EW)	9.9	13.4	A	B	--	--	F	F	8.9	--	A	F	8.9	--	A	F	**8.1**	**10.0**	**A**	**A**	4.0	5.1	A	A	4.0	5.1	A	A
16	Lamb Canyon Road SR-79 (NS) • Potrero Boulevard (EW)	9.2	8.9	A	A	53.3	77.4	F	F	52.7	--	F	F	52.7	--	F	F	**22.0**	**21.8**	**C**	**C**	14.7	16.5	B	B	14.7	16.5	B	B

Attachment B

Traffic Redistribution Effects of Congestion Relief (continued)

The proposed SR-60/Potrero Interchange will reduce both the Near-Term 2015 and the Long-Range 2035 traffic volumes at other adjacent interchange locations, including the SR-60/I-10 Junction, by providing an alternate freeway access for the study area. The proposed SR-60/Potrero Interchange will attract traffic onto Potrero Boulevard and provides traffic congestion relief to the study area by decreasing traffic at the following other adjacent interchange facilities:

- I-10/ Oak Valley Interchange
- I-10/Beaumont Interchange
- I-10/SR-60 Junction

Exhibits 1-A and 1-B summarize the AM and PM peak hour traffic volume differences in the vicinity of the proposed SR-60/Potrero Interchange for Near-Term 2015 and Long-Range 2035 conditions, respectively. Some traffic redistribution patterns due to the presence of the proposed SR-60/Potrero Interchange are described below.

- The SR-60 eastbound traffic that is interacting with the area north of the SR-60 Freeway and west of the I-10 Freeway could exit at the proposed SR-60/Potrero Interchange and travel on local arterials to Oak Valley Parkway rather than travel through the SR-60/I-10 Junction and then exit at the I-10/Oak Valley Interchange. Vice versa, the traffic from the area north of the SR-60 Freeway and west of the I-10 Freeway could go westbound on the SR-60 Freeway by travelling on local arterials and then entering the freeway at Potrero Boulevard rather than traveling through the I-10/Oak Valley Interchange and the SR-60/I-10 Junction.

- The SR-60 eastbound traffic that is interacting with the area north of the SR-60 Freeway and east of the I-10 Freeway could exit at the proposed SR-60/Potrero Interchange rather than travel through the SR-60/I-10 Junction and then exit at the I-10/Oak Valley Interchange. Vice versa, the traffic from the area north of the SR-60 Freeway and east of the I-10 Freeway could go westbound on the SR-60 Freeway by entering it at Potrero Boulevard rather than traveling through the I-10/Oak Valley Interchange and the SR-60/I-10 Junction.

- The SR-60 eastbound traffic that is interacting with the area south of the SR-60 Freeway and west of the I-10 Freeway could exit at the proposed SR-60/Potrero Interchange rather than travel through the SR-60/I-10 Junction and then exit at the I-10/Beaumont Interchange. Vice versa, the traffic from the area south of the SR-60 Freeway and east of the I-10 Freeway could go westbound on the SR-60 Freeway by entering the freeway at Potrero Boulevard rather than traveling through the I-10/Beaumont Interchange and the SR-60/I-10 Junction.

- Freeway traffic within the study area will be decreased as traffic is redistributed onto local arterial roadways such as Oak Valley Parkway, 4th Street and Potrero Boulevard to bypass the freeway through completed connectivity of local street network.

As shown previously on Tables 1 and 2, the Near-Term 2015 and Long-Range 2035 analyses show that the proposed SR-60/Potrero Interchange will improve levels of service on some of the freeway mainline segments. The proposed SR-60/Potrero Interchange will also improve overall circulation in the study area by providing an alternate freeway access for the study area, completes the connectivity of local arterial networks in the City of Beaumont General Plan

as well as the connectivity of development areas that are separated by the freeways, and alleviate traffic congestion at other adjacent interchange locations.

The proposed SR-60/Potrero Interchange will attract traffic onto Potrero Boulevard while providing traffic congestion relief to the I-10/ Oak Valley Interchange, the I-10/Beaumont Interchange and the I-10/SR-60 Junction. As shown on Table 6 in Attachment A, the study area intersections located at other adjacent interchange locations (Intersections #8 through #16) are projected to operate at better levels of service in comparison to traffic conditions without the proposed SR-60 Potrero Interchange.

Even though the proposed SR-60/Potrero Interchange will attract traffic onto Potrero Boulevard, there will be adequate capacity to accommodate the increased traffic as well as the overall projected traffic on Potrero Boulevard. As shown on previous Tables 3 and 4, the traffic increases on Potrero Boulevard are listed as below, with the addition of the proposed SR-60/Potrero Interchange:

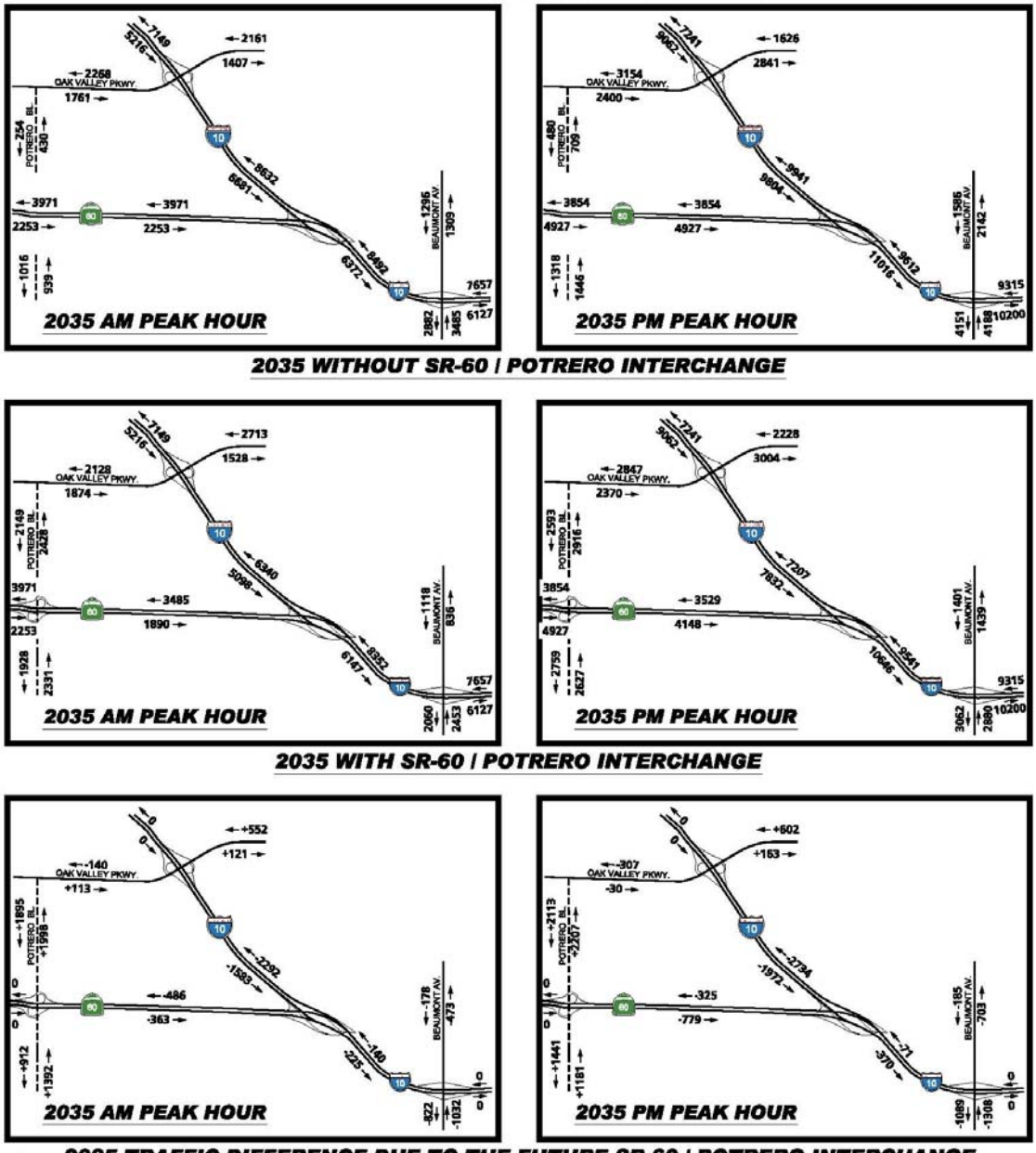
- 2015 Traffic Increase North of the SR-60 Freeway: 14,500 ADT
- 2015 Traffic Increase South of the SR-60 Freeway: 6,500 ADT
- 2035 Traffic Increase North of the SR-60 Freeway: 46,100 ADT
- 2035 Traffic Increase South of the SR-60 Freeway: 18,000 ADT

The increased traffic on Potrero Boulevard can be accommodated because Potrero Boulevard is classified as a six-lane Urban Arterial roadway. Furthermore, as shown on Table 6 in Attachment A, the intersections located along Potrero Boulevard (Intersection #1 through #7) are projected to operate at acceptable levels of service.

Traffic Redistribution Effects of Congestion Relief (continued)

EXHIBIT 1-A

2035 TRAFFIC DIFFERENCE DUE TO SR-60 POTRERO INTERCHANGE



SR-60/Potrero Boulevard Interchange
City of Beaumont, CA (JN - 04003:101)

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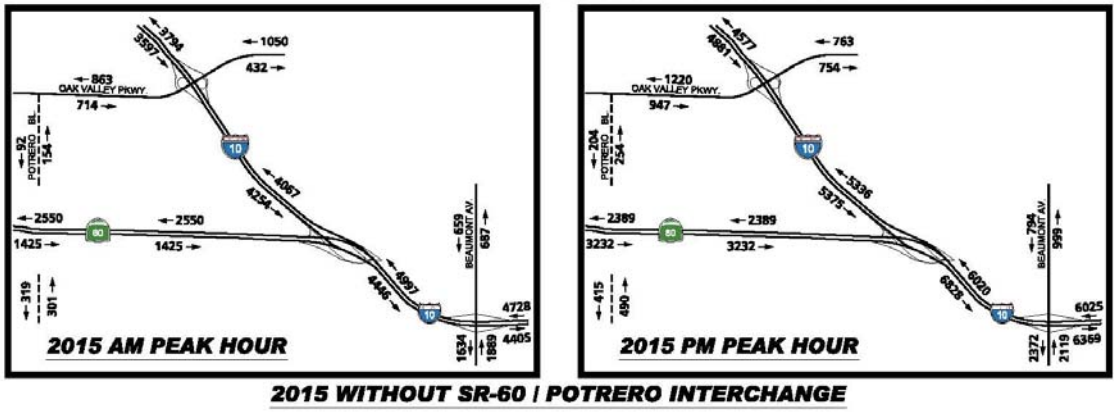
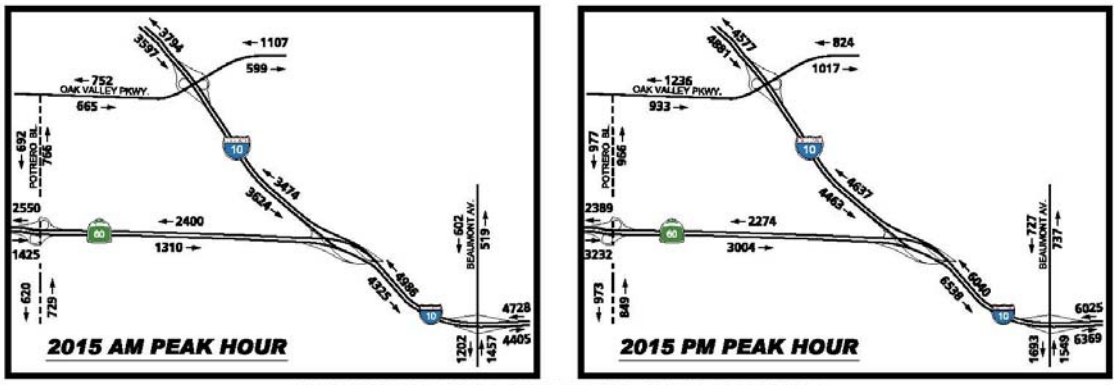
Traffic Redistribution Effects of Congestion Relief (continued)

EXHIBIT 1-B

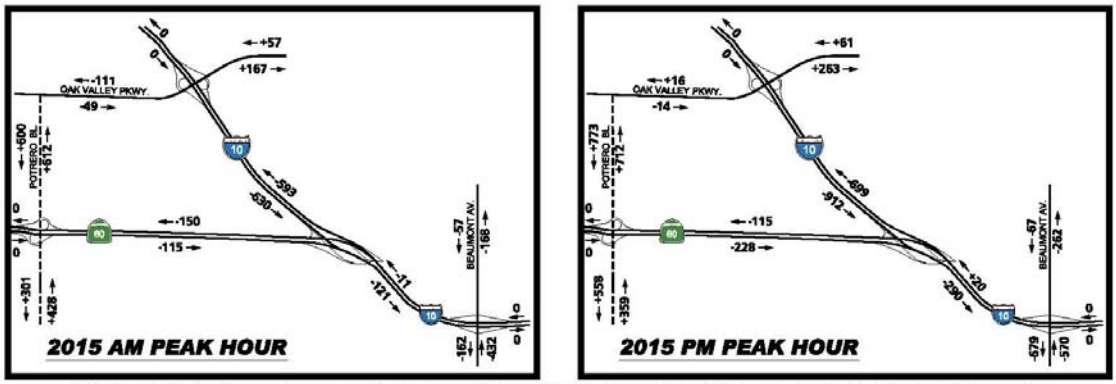
2015 TRAFFIC DIFFERENCE DUE TO SR-60 POTRERO INTERCHANGE



2015 WITHOUT SR-60 / POTRERO INTERCHANGE



2015 WITH SR-60 / POTRERO INTERCHANGE



2015 TRAFFIC DIFFERENCE DUE TO THE FUTURE SR-60 / POTRERO INTERCHANGE

N

SR-60/Potrero Boulevard Interchange
City of Beaumont, CA (JN - 04003:102)

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